# Section 5. Offshore/Oceanic Transition Procedures

## 8-5-1. ALTITUDE/FLIGHT LEVEL TRANSITION

When vertical separation is applied between aircraft crossing the offshore / oceanic airspace boundary below FL 180, control action shall be taken to ensure that differences between the standard altimeter setting (QNE) and local altimeter setting (QNH) do not compromise separation. (See FIG 8-5-1.)

**Standard and Local Altimeter Setting Differences**

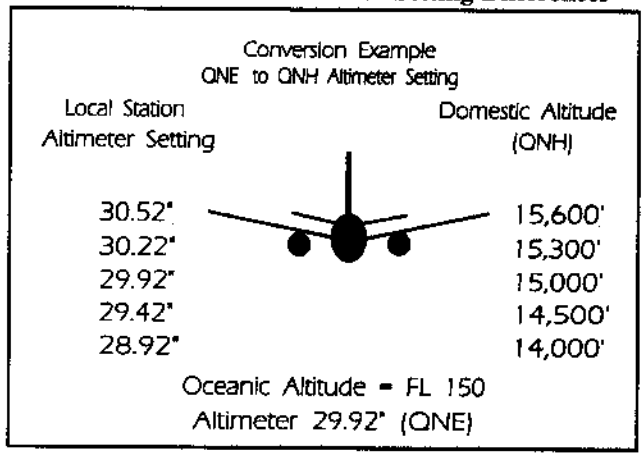


*FIG 8-5-1*

## 8-5-2. COURSE DIVERGENCE

When aircraft are entering oceanic airspace, separation will exist in oceanic airspace when:

**a.** Domestic lateral separation exists at the oceanic control boundary;

**b.** Courses diverge by at least 15° until the oceanic lateral separation is established.

## 8-5-3. OPPOSITE DIRECTION

When transitioning from an offshore airspace area to oceanic airspace, an aircraft may climb through opposite direction oceanic traffic provided vertical separation above that traffic is established:

**a.** Before the outbound crosses the offshore/oceanic boundary; and

**b.** 15 minutes before the aircraft are estimated to pass. (See FIG 8-5-2.)

**Transitioning From Offshore to Oceanic Airspace Opposite Direction**

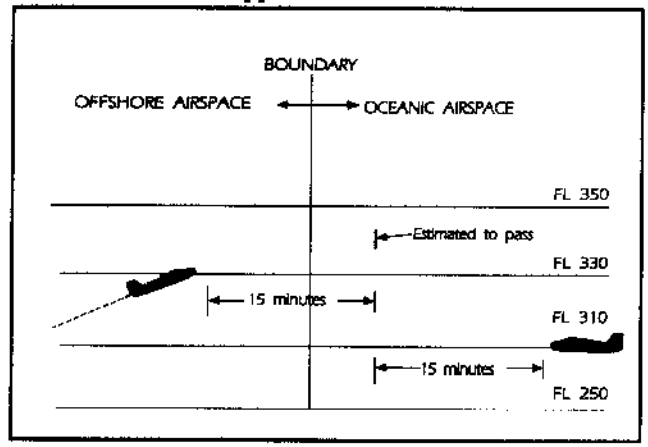


*FIG 8-5-2*

## 8-5-4. SAME DIRECTION

When transitioning from an offshore airspace area to oceanic airspace or while within oceanic airspace, apply 5 minutes minimum separation when a following aircraft on the same course is climbing through the altitude of the preceding aircraft if the following conditions are met:

**a.** The preceding aircraft is level at the assigned altitude and is maintaining a speed equal to or greater than the following aircraft; and

**b.** The minimum of *5 minutes* is maintained between the preceding and following aircraft; and

**c.** The following aircraft is separated by not more than 4,000 feet from the preceding aircraft when the climb clearance is issued; and

**d.** The following aircraft commences climb within *10 minutes* after passing:

**1.** An exact reporting point (DME fix or intersection formed from NAVAID's) which the preceding aircraft has reported; or

**2.** A radar observed position over which the preceding aircraft has been observed; and

**e.** The following aircraft is in direct communication with air traffic control until vertical separation is established. (See FIG 8-5-3.)

**Transitioning From Offshore to Oceanic Airspace Same Direction**

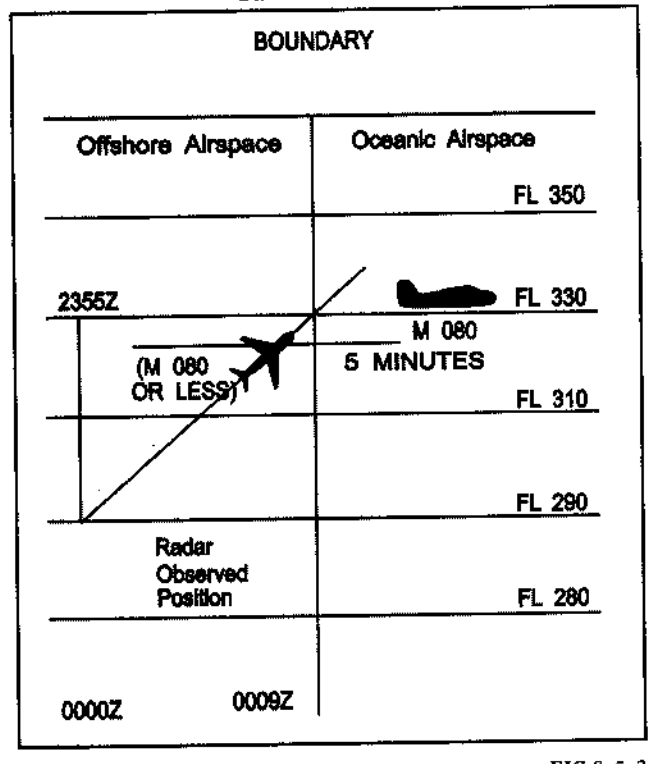


*FIG 8-5-3*